

Casle was played at the Lyceum Theatre, Shanghai, on the 16th inst. The characters were taken as follows:—
 Hon. George D'Alroy.....Mr Thornton.
 Captain Hawtree.....Mr Melbourne.
 Ecolies.....Mr St. Cass.
 Samuel Gerridge.....Mr Wynne.
 Dixon.....Mr Smith.
 Marquis de St. Maur.....Mrs Evelyn.
 Polly Ecolies.....Madame Bettrop.
 Esther Ecolies.....Mrs Dick.
 The Shanghai press awards praise all round. Mr A. P. Stokes was the stage manager.

The *Kobe Herald* says that the captain of the German steamer *Ugo*, then lying at the German Hunter and Co.'s dock, Osaka, had a narrow escape from capture on the 15th inst. It appears that Captain Jemson, being somewhat unwell, had a large hisshi placed in his cabin before retiring to rest, and next morning was found in bed in an unconscious condition. Although he is now in a fair way towards recovery, his condition was at the time of his discovery so serious that he could not be removed from the ship.

A new company has just been formed, we read, with the title of *Hell's Asbestos Eastern Agency, Limited*, which proposes, under an advantageous agreement with *Hell's Asbestos Company*, to still further develop trade in the Far East in such goods. The demand for these materials is increasing in the Straits, China, and Japan, and the growth of manufacturing industries, that requires packing or insulating, it is intended to open a special agency in Hongkong to commence with, and as business develops other depots may also be started in, probably, Shanghai, Japan, and Singapore. The peculiar properties of asbestos, that curious mineral fibre, which is becoming principally found in Canada, are becoming gradually more extensively recognised, and the consumption grows with this recognition. The Eastern Agency, now founded, had an initial capital of £10,000, which will be extended, if necessary, to develop the business, and open other depots. The founder of the company proceeds very shortly to Hongkong for the purposes of opening the new branch.

The effective power of the Lee-Metford rifle at long range was tried, a contemporary says, during the past year. At Pachmarhi School Major Moran got a percentage of over 15 hits out of 318 rounds, fired at 2,650 yards into a rectangular space 25 yards by 150 yards. A screen 39 feet long and 11 feet high was placed across this simply to show the firing party where they were to aim at. The conditions were most unfavourable, as a strong head-wind was blowing, and the ground was so soft as to make it impossible to see where the bullets struck. Some experiments in the breaching power of rifle fire at close range were also tried; sun-dried brick and mud walls being fired at from 10 to 80 yards. It was found that ten or eleven volleys from twenty rifles were sufficient to make a hole through the wall large enough to admit of a rifle being used to open it out so as to admit of the passage of one man at a time. A wall 15 feet thick affords no protection whatever at from 300 to 400 yards, at which the bullet attains its highest penetrative power. At Chingla Ghat it was demonstrated that it will cut through a loose earth parapet 27 inches thick, penetrate a green silver fir tree for 35 inches, and green hill-oak for 22 inches.

On the 15th inst. the report was circulated that a hostile fleet had been seen by a merchant vessel making its way for Hongkong. The merchantman put on full speed and managed to make the port in safety, and her captain was able to give timely warning to the military authorities of the danger to the Colony. Precautions were at once taken by Major-General Barker, who has thus completed his last mobilisation in Hongkong. At an early hour the troops paraded and were supplied with ammunition and rations, and soon all the roads on Hongkong Island and on the Kowloon Peninsula were thronged with infantry and artillery en route to the various points appointed for them to defend. The sun had reached the meridian before the enemy's ships were discerned. The admiral had evidently resolved upon a distinct line of action for dividing his squadron into two almost equal parts, so he detailed one section to guard the Western entrance, whilst the remainder of the ships bombarded the Eastern end of the Island. At night, an attempt was made to land troops at Lyceum Bay, but this attempt was gallantly frustrated by the artillery and a detachment of infantry, who poured a heavy fire from rifles and machine guns into the enemy. The loss to the enemy must have been great. This repulse did not dishearten the enemy. With the approach of daylight, he halted, only to concentrate his fire on the Eastern fortifications and to endeavour, without avail, however, to silence the defending artillery. During the day repeated attempts were made to land at Lyceum Bay and also in Syvan Bay, as well as on the southern and western shores, apparently with the object of cutting the shore ends of the telegraph cables and of the mine cables. The attempts proved unavailing, and later in the afternoon a diversion in the north—the enemy having come out in force from Kowloon City—was similarly frustrated, though it was an anxious moment for the garrison. These operations were repeated all night, and although the cables were preserved, a portion of the enemy's fleet succeeded, in forcing the Lyceum Pass and engaged the inner batteries. Meanwhile the enemy had landed a force of soldiers at Mira Bay, and on the 17th inst. they endeavoured to occupy the hills on the northern side of the Pass commanding the batteries on the east side of Kowloon Peninsula. Simultaneously, the western forts were engaged by the enemy's ships, and the Colony had a bad time of it. The defence was severely taxed, but the Kowloon Hills were held and the diversion from Mira Bay repulsed. In the afternoon, the enemy attempted to land on the southern and western shores; and

after severe fighting he did succeed in landing a force at Stanley. With the help of the Maxim Gun Corps, this force was prevented from marching upon the Tylam Reservoir. Had it managed to beat back the defence and advance across the hills, large bodies of men were ready to engage it; but, as we have already said, thanks in no small measure to the gallantry displayed by the Maxim Gun Corps, an advance was out of the question, and the invading force could not maintain its position. All night, the bombardment of the Western forts was kept up vigorously, and several unsuccessful attempts were made to land near the Belcher's Fort and on Stonecutters' Island. The non-success of these efforts was partially due to the steady defence of the Field Battery of the Volunteer Corps on Stonecutters' Island (although, whisper it gently, we believe the detachment of the Field Battery, some one having blundered, was surprised at Kowloon). On Friday, 18th inst., the western defences were almost constantly engaged, and the garrison had to repel an attempt to land at Sandy Bay. Stanley was a weak point; and from this peninsula, a force once again attempted to reach Tylam Reservoir, only to be beaten back, however, with great loss.

On Saturday morning the garrison had to prevent an advance from the north, and in the afternoon another attempt was made to capture the Hills by the party from Mira Bay. The final effort (which, in detail below) was made on Saturday afternoon, when the whole fleet, drawing off from the eastern entrance, made a combined attack on the south-western coast, and repeated efforts were made under the cover of this fire to land troops in the numerous bays at this portion of the Island.

From these brief notes a general idea may be gathered of the serious crisis through which our Colony has passed during the week. To the General Commanding and the officers and men under his command the thanks of the whole community are due; our only regret is that the men were exposed to such cold, disagreeable weather throughout the mobilisation.

The Field Battery moved off from Head-Quarters at 2 o'clock on Saturday afternoon. The Maxim Gun Company, whose objective point lay nearer the town, followed later. The route was by Queen's Road. A steady drizzle had made the roads muddy and slippery and necessitated the use of great care—the whole afternoon. The Chinese along the route turned out in force to take a look at the Battery. At No. 7 Police Station, cooie draft was waiting, and, after a short halt, the now-motley force moved on. The long incline of the Pok-fu-lam road proved too much for the coolies, and but for the hearty aid of the Volunteers they would have stuck several times. Those spectators who kept with the Field Battery had a rare opportunity of realising what manning our South shore means. From the upper gate of Belcher's Battery to the ridge above Sandy Bay, the Pok-fu-lam Road, was occupied by a double line of troops and coolies. Down one side passed a continuous throng of coolies loaded with camp equipment and escorted, now by Rifles, then by Sikhs and then by 'Our Very Own.' Along the other side was a succession of Quick-firing Guns in charge of R.A., Gatlings worked by the Rifles, a Field Battery of Volunteers, Companies of the H.K.R., Field-Batteries of Sikhs, Companies of the Rifles, and the Maxim Gun Co. Frequently, the line was a triple one as a rapidly moving column of Infantry came up with and passed the Gunners. Time had been given as 4 o'clock. The Volunteers were in position first, but a wait followed owing to the difficulty of getting some of the other guns into position. The targets, though anchored, began to drift, and one was soon out of range. Another was rapidly following suit when the proceedings were opened with a shot from a quick-firer. The Right Half Battery of the Volunteers opened at once with ploughed shell, for ranging, and soon settled the distance at 2000 odd yards. Shrapnel was soon bursting in good style round the target and some capital practice was made. A cross wind almost put the Left Half Battery out of action, but they got well on the target with the few rounds tried. With the falling light, the drizzling rain wiped out the target completely and the forces drew off. The home journey began with a stiff haul up a route that it would be gross lying to dub a road, and which made the feat of regaining the main road an experience to be remembered. The road, laid in the afternoon, was now execrable, and the homeward journey was no picnic stroll. The Maxims had great difficulty in getting into position near the Black Death Cemetery and an even harder time getting out again. Both units reached Head-Quarters together about 7 p.m. and were dismissed by the commandant—Colonel Jerrard—with a tribute of praise for 'great steadiness shown throughout.'

Two robbers of Canton are getting bolder and more audacious every day, says the *Free Press*, a statement which has been proved recently by a gang of desperadoes of the city, who, expressing to all the leading and wealthy families of Canton asking them to pay premia to a newly organised 'Insurance' company, called the 'Ying-haiung Insurance Company,' which will guarantee the subscribers immunity from robbery and plunder for one year! Some of the premia demanded by this pretence set of underwriters amounted to as much as £10,000, the amounts varying according to the recognised status of the family to be laid under contribution. These refusing to subscribe are threatened with the particular attention of the gang in question.

HONGKONG LAND INVESTMENT AND AGENCY CO.

The ordinary meeting of shareholders in this Company was held this afternoon at Victoria Buildings. The chairman, Hon. J. J. Kewick, presided, and there were also present—Hon. C. P. Chater, Messrs S. B. Moles (Directors), A. Shalton Hooper (Secretary), S. S. Benjamin, J. S. Reakiel, P. Jordan, G. C. Inchbald, D. Jones, H. N. Moly, J. G. Goodman and M. S. S. Samsou.

The Secretary read the notice calling the meeting.

The Chairman said—Gentlemen, In submitting the report and accounts for the past year, I have much pleasure in being able to say that our hopes of a year ago, that we should be in a position to resume our place amongst the Dividend-paying Companies, have been realised, and that although the Dividend we propose paying is small, yet the fact that we have been able to work off the Debt Balance of £1278.82 and show a Credit Balance of the Profit and Loss account of £9612.07 is very satisfactory. The property is now entirely developed, and we have an Estate of 98 Chinese acres situate in a prosperous part of the City, and with a revival of the business of the Colony we hope that we shall be able to obtain an improved revenue thereby enabling us to pay increased Dividend.

Mr. D. Jones—I would like to ask if some of these what I might term non-essential exactions to which I referred not long ago in this room, in the shape of the 9 inches concrete or other imperious material which has to be put on Chinese floors and yards, if this ridiculous exaction is carried out, might I ask how far it will affect our property? Have we any estimate of the probable cost? I am afraid those who initiated this exaction did not go into the matter as thoroughly and calmly as business men and sensible men might have done.

The Chairman—As far as we know, although we have not gone fully into the matter, it will cost about £40 for each house.

The Chairman proposed the adoption of the report and accounts.

Mr. C. C. Inchbald seconded.

Mr. Goodman proposed the re-election as Directors of Messrs Kewick and Moles.

Mr. Jordan seconded.

Mr. Kewick proposed and Mr. M. S. Samsou seconded the election of Mr. F. Henderson as auditor.

The Chairman—That concludes the business of the meeting. Dividend warrants will be ready to-morrow morning.

TAIPINGSHAN RESUMPTION ARBITRATION BOARD.

(Arbitrators—His Honour Mr E. J. Akeroyd, Acting Chief Justice; Mr E. F. Alford, and Mr W. Danby.)

Monday, January 21.

MORE AWARDED.

The Board was engaged upon the following claims, the Crown being represented by Mr T. Sercombe Smith, assisted by Hon. P. A. Cooper, Director of Public Works.

Claim No. 35, Lo Kam Chuan, Inland Lot 244 E.: Amount claimed, \$3500; the Government offered \$1800; the Board awarded \$1900.

Mr Ho Wyson appeared on behalf of the claimant.

No costs were allowed.

Claim No. 36, Ching Tuck-ho, Inland Lot 245 C.: Amount claimed, \$3400; the Government offered \$2700; the Board awarded \$2800.

Mr C. D. Wilkinson appeared on behalf of the claimant.

No costs were allowed.

Claim No. 41, Chung Tuk-ho, Inland Lots 1314 and 280, section E.: Amount claimed, \$6000; the Government offered \$4000; the case was settled out of Court for \$4100.

Mr C. D. Wilkinson appeared on behalf of the claimant.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honour Mr A. G. Wise, Acting Chief Justice, and a Common Jury.)

Tuesday, January 22.

THE ATTORNEY GENERAL ON GAMBLING FOOLS.

Rembox, private in the Hongkong Regiment, was charged with robbing J. F. Abraham on the public highway.

The Hon. W. M. Goodman, Attorney General, conducted the prosecution, instructed by Mr A. B. Johnson, Crown Solicitor.

The accused, who pleaded not guilty, was undefended.

The following jury was empanelled:—Messrs W. Osborne, J. S. Harrison, M. I. Michael, J. M. G. Pereira, J. M. de Carvalho, M. F. Ellsberg, and F. A. C. Hahn.

The Attorney General said this offence was committed on the road between Kowloon City and Hung Hom on the 2nd inst. Abraham had been a Chinese friend to Rembox City to gamble. The proprietors of these gambling establishments, he informed the jury, were kind enough to provide launches which carried cargoes of fools over to Kowloon City, and it was in one of these launches that Abraham had gone. In these gambling establishments the proprietors gave their visitors cigars and beer with which to induce them to gamble. In a party of Indians who robbed him of his money, a watch and other articles. The Attorney General proceeded to explain other circumstances connected with the robbery, and then called evidence for the prosecution.

WEST POINT BUILDING CO., LIMITED.

The annual meeting of shareholders in this Company was held at Victoria Buildings this afternoon: The Hon. J. J. Kewick presided, and there were also present—Hon. C. P. Chater, Messrs S. B. Moles (Directors), A. Shalton Hooper (Secretary), S. S. Benjamin, J. S. Reakiel, P. Jordan, G. C. Inchbald, D. Jones, H. N. Moly, J. G. Goodman and M. S. S. Samsou.

The Secretary read the notice calling the meeting.

The Chairman said—Gentlemen, In submitting the report and accounts for the past year, I have much pleasure in being able to say that our hopes of a year ago, that we should be in a position to resume our place amongst the Dividend-paying Companies, have been realised, and that although the Dividend we propose paying is small, yet the fact that we have been able to work off the Debt Balance of £1278.82 and show a Credit Balance of the Profit and Loss account of £9612.07 is very satisfactory. The property is now entirely developed, and we have an Estate of 98 Chinese acres situate in a prosperous part of the City, and with a revival of the business of the Colony we hope that we shall be able to obtain an improved revenue thereby enabling us to pay increased Dividend.

Mr. D. Jones—I would like to ask if some of these what I might term non-essential exactions to which I referred not long ago in this room, in the shape of the 9 inches concrete or other imperious material which has to be put on Chinese floors and yards, if this ridiculous exaction is carried out, might I ask how far it will affect our property? Have we any estimate of the probable cost? I am afraid those who initiated this exaction did not go into the matter as thoroughly and calmly as business men and sensible men might have done.

The Chairman—As far as we know, although we have not gone fully into the matter, it will cost about £40 for each house.

The Chairman proposed the adoption of the report and accounts.

Mr. C. C. Inchbald seconded.

Mr. Goodman proposed the re-election as Directors of Messrs Kewick and Moles.

Mr. Jordan seconded.

Mr. Kewick proposed and Mr. M. S. Samsou seconded the election of Mr. F. Henderson as auditor.

The Chairman—That concludes the business of the meeting. Dividend warrants will be ready to-morrow morning.

THE LOSS OF KAPING.

We have received a memorial from the Board of War on the subject of meeting out penalties to the military officers responsible for the loss of Kaping. The following officers have been recommended by that Board to be cashiered as the guilty parties:—Chen Pong To, brigadier of Ching Ting in Ching for being behindhand in coming to the rescue. But out of consideration for the energies displayed by the aforesaid officers in previous battles, we are prepared to graciously commute the above punishment to that of deprivation of their ranks only while allowing them to be retained in office; but they are still required to redeem their past offences by future meritorious deeds. As regards General Sung Hing, let him be lowered two ranks while retaining him in office, as has been proposed by that Board.

BATTLE OF KANGWANGTAL.

Nowchwang, Dec. 25.

This is a Christmas week, and a specially anxious week it has been for the foreign and native officials, as well as the residents, in Nowchwang, the 22nd inst. we heard the sound of heavy guns being fired to the north-east of us, and by the frequency of the reports we soon knew that an engagement was taking place. In the evening, scouts arrived and reported that a battle was being fought in the neighbourhood of Kangwangtali which is about 23 miles from this port. The next day from various sources we learned that it was more or less an artillery duel. General Sung reported that he had failed to defeat the enemy and that he was consequently retreating to Nowchwang (proper). The wounded and other soldiers, who took part in the battle have stated that about 3,000 troops, on each side, took part in the fight; the firing commenced at about 1 o'clock in the afternoon, and continued until dark set in. By that time the armies were only two li from each other, and both retreated. The Chinese remained, however, in possession of the battlefield, buried their dead, which numbered about 100, and carried their wounded to Haiching. The Chinese lost about 30 killed and over 100 were wounded. They consider that on this occasion they gained an advantage over the Japanese, and account for it by the fact that they had thrown up snow walls, from behind which and native houses they were able to fire on the enemy, who had very little cover to protect them. The engagement was not an important one, except that it checked any advance on Haiching, if very short time, in all probability the place will be impregnable, if manned by a strong garrison. And the vital importance of this at once be evident, if we consider where Haiching is and the roads it commands.

AN EVIDENCE OF VICTORY.

This town they have named Nippon Ching—the town of Japan—and are working day and night in fortifying it. As I told you in my last letter, on three sides of the town there are low hills, and on the south there is a small river. Natives are constantly arriving from there, and they report that work goes on night and day, and already the hills are being fortified with forts and big guns. In a very short time, in all probability the place will be impregnable, if manned by a strong garrison. And the vital importance of this at once be evident, if we consider where Haiching is and the roads it commands.

HAICHING.

Haiching is about 40 miles east by north from the north-east corner of the Liaoting Gulf, and it commands roughly speaking all the roads to Port Arthur from the west and north. It also covers an advance or retreat to and from Liaoyang and Moukden from the south and east, and guards important roads and mountain passes to and from Fonghuangchiao.

By the taking and fortifying of this town Marshal Yamagata has secured his own unopposed advance on Liaoyang, by cutting off and preventing General Sung's retreat in that direction. He has

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, 22nd January, 1896.

THE JAPANESE LAND NEAR WEI-HAI-WEI.

Twenty-five thousand Japanese troops have landed at Chung Cheng, thirty-five miles S.E. of Wei-hai-wei, the Japanese war-ships having previously silenced the shore batteries.

The British Squadron is cruising in the vicinity.

THE CRISIS IN FRANCE.

M. Bourgeois is unable to form a Cabinet, and the crisis is likely to be prolonged.

OBITUARY.

Fred Barrett, the Jockey.

THE CHINA-JAPAN WAR.

ANOTHER GENERAL DOOMED.

The following Imperial Edicts relative to the present war, and dated the 16th and 17th instant, have been transmitted by special wires from Peking to the *China Mail* (Wah Tat Yat):—

Sung Hing, Titu of Sz Chuan, and Wu Ta Ching, Governor of Hunan, are now commanded to assist Liu Kunyit in the war operations.

We are memorialized by the Board of Punishment for an order to pass sentence on ex-General Wei Ju Kuei, whose crimes, on being investigated into by that Board in pursuance to 'Our previous' order, have been ascertained to be of an exceedingly serious nature. Now it has found that while on ordinary times showing no consideration towards his soldiers and maintaining no discipline among them, that ex-General, in leading the Sheng Division in the present war, has been retreating from one position to another when facing the enemy, thus doing incalculable injury to the cause of the war; moreover he is guilty of embezzling the army money and allowing his troops to pillage and plunder. His crimes are really too flagitious. If he is not to be punished with severity what hope can there be that military orders will be respected and others deterred from following his bad example. We do command now that Wei Ju Kuei be cashiered according to law. Sit Huan Shing, President of the Board of Punishment, is to be present at his execution.

FOREIGNERS SAFE.

The courier is starting so I must conclude, or otherwise I would report how certain we all feel that everything that can possibly be done for our safety is being done, and that as far as we can see, foreign life and property is safe. We may have to meet through some exciting times before the Japanese come, but at present we feel secure and are trying to enjoy our Christmas.

TIENSIN.

January 4.

WARLIKE MOVEMENTS.

We are rejoicing now in some fine weather, interrupted occasionally by a high wind and dust. War sports are active as usual, apparently affected very little by war and its accompaniments. Little is known of what is actually going on in this line, save that there is evidently a massing of 'braves' in this section for the defence of the capital. It is reported that General Liu from Formosa is on his way north with 175,000 men. Some 10,000 are said to have been sent on to Shan-hai-kuan a few days ago. There is evidently an apprehension of serious business in the spring of the latest, and all possible preparation is being made for the emergency. More wounded men are expected from the front, but little can be learned of the conditions there existing.

FOR THE SAILORS.

The members of Union Church and of the Temperance Society are active in efforts in behalf of the seamen who are with us this winter. Several tea meetings have been held, and regular evangelistic and Temperance meetings are held in the Temperance Hall, where gladsome which are well met with much favour. In other and more quiet ways the men are being made to feel that they have many friends in Tientsin who desire to make their stay here a pleasant one. A good meal, or simple refreshments can also be secured at the Hall at cheap rates, which many of the men appreciate, and so are kept from those places where temptation is the chief element in their receptivity, and in the refreshments provided. These efforts are beginning to tell on the conduct of some of the ship's companies.

IN HUNG-CHANG.

Since he left for Peking, nothing has been heard of the movements of Liu Kunyit. Of whatever honorific titles he may have been deprived, it is becoming more apparent that the functions of H. H. Li as Viceroy have not been disturbed. With all his faults, he is one of the best—if not the very best—of the Emperor's servants. The whole civil and military system in China is at fault, and little progress can be made till a radical change in methods is effected, and honesty and uprightness take the place of the present corruption.—*N.C. Daily News.*

A NOVEL CONTEST.

A novel contest has taken place at the Edinburgh Corporation Baths between one of the strongest swimmers in Scotland, and a well-known Scottish angler. The bath where the contest took place is eighty feet long and forty feet wide. The angler was furnished with an eleven foot trolling rod and dressed silk line. The line was fixed to a girth belt (made expressly for the purpose) by a swivel immediately between the shoulders of the swimmer, at the point where he had greatest pulling power. In the first trial the line snapped. Having been again secured another trial was made. The angler gave and played out altogether three slackening line, several of which were well handled. The swimmer then tried cross-swimming, from corner to corner, but ultimately was beaten, the match ending with a win for the rod and line. Another contest took place in which the angler employed a very light Dinkied trolling rod, 10 feet long, and weighed only 6½ lb.; the line was the same as that used with the trolling rod. The swimmer, who was evidently a novice, did not hold the rod steadily, and in about five minutes was forced to give in, the rod being again successful. At the finish both competitors were almost exhausted.

THE MILITARY EXACTION.

GREAT PUBLIC MEETING AT SINGAPORE.

In response to the notice issued by the Committee of the Singapore branch of the Straits Settlements Association, a great public meeting—bringing together the most important and representative gathering ever assembled in this Colony—was held on the 11th inst., in the Town Hall in connection with the resignation of the Unofficial Members of Council, the Justices of the Peace, and the Chinese Advisory Board. The crowd of people at the meeting was so large that the public of Singapore an opportunity of endorsing and approving the action of these gentlemen as a protest against the policy of Her Majesty's Government in the matter of the Military Exaction as now finally set forth in Lord Ripon's recent despatch on that subject. In spite of the heavy rain that had fallen all day, and which during the hour of the meeting was still falling, the hour fixed for the meeting, 5 p.m., and the consequent difficulty of finding means of locomotion, the Straits Association Committee were more than amply justified by the result of their appeal to the public. When the time came for beginning the proceedings the Hall was already filled, and the numerous doorways on both sides of the hall leading into the side hall and verandah were packed as close as the listeners could stand. Had the afternoon been even moderately fine there would have been no possibility of admitting into the Hall the large numbers who otherwise would have been at the meeting. The Town Hall was almost entirely filled with European British subjects, as was indeed right and proper, but still the other elements in the English-speaking population were quite sufficiently represented for the purposes of the meeting. It was particularly to be noticed that almost every man of good standing among the European community was in his place in the Town Hall. Of the Chinese there were present all the recognized influential leaders of that immense section of the population. In short, the meeting was the most adequate expression of Singapore feeling and opinion ever brought together, and it was in every way worthy of the great occasion.

The following resolutions were carried:—

Mr Napier proposed and Dr Lim Boon Keng seconded that this meeting heartily approves of the action of the Members of the Legislative Council, the Justices of the Peace, and the Members of the Chinese Advisory Board in resigning their offices as a protest against the decision of the Imperial Government with regard to the Military Contribution of the Colony.

Mr T. Sheddell, in a long speech, returned thanks on behalf of his colleagues and himself.

Mr J. R. Cuthbertson, Chairman of the Board of Visiting Justices, Mr Seah Liong Sang, representing the Chinese Advisory Board, also addressed the meeting.

There appears to be a general expression of regret that the resignation of Unofficials was not unanimous.

SHANGHAI SHARE MARKET.

In his weekly share report, dated Shanghai 17th January, Mr B. Bettelheim writes:—During the last week there has been a marked improvement in the share market. Banks, Hongkong Wharves, Waterworks and Sumatras Tobaccoes show a decided advance, and there seems to be an upward movement for all stocks generally. There has also been an inclination to do transactions on two which clearly shows that operators have every confidence for the future. Banks—During the early part of the week a sudden demand set in for Hongkong Banks with the result that the market was soon cleared of all shares offering at 120% prem. Subsequent buyers have had to pay 125% prem., which rate has been well maintained to the last. The latest wire message from Hongkong is to the effect that at the meeting of the Board of Directors of the local Bank held in Hongkong this afternoon, it was shown that the net profits amounted to the enormous sum of \$1,750,000 including the balance from previous half-year. It is proposed to pay a dividend of twenty-five shillings sterling, to place half a million of dollars to the Reserve Fund, which will then stand at the substantial figure of \$5,000,000. It is also proposed to write off property amount one lot of dollars, and carry forward the balance of \$130,000 to a new account. From this it will be seen that this has been a record half-year for this institution. Insurance—Marine—Careless have been sold in Hongkong at \$140, and locally Yangtzes have changed hands at \$81. Fire—Hongkongs are somewhat recovered again, and sales at \$180 are reported from the South. China Fires are wanted at \$76, but are held for \$80. Shipping—Steamboats, by the last advices, are easier again. Here I have no business to report under this heading. Cargo Boats—Shanghaies have weakened, and I have to record a sale at Tis. 145. Co-ops, remain firm and unobtainable at quotation. Wharves & Docks—in Wharves—Here also a considerable movement in Hongkong, and sales at Tis. 250 and again at Tis. 267.50 for cash, and at Tis. 265 for March delivery have to be reported. Kowloons have been purchased from the South at the equivalent of about \$38. In Docks—Paranamas, have again moved up, and transactions at Tis. 125 have been made public. Mining—Nothing doing. Lands—Hongkongs have been purchased from the South at 103, and locally Shanghaies have found buyers at Tis. 35. Miscellaneous—Waterworks have also had much enquiry and Tis. 167.50 and also Tis. 172.50 have been paid for them. Hall & Holtz have again been paid with at \$15. Sumatras have continued to boom, and cash shares have fetched Tis. 250, and contracts for March delivery have been signed at Tis. 230. Major shares have been sold at Tis. 25, Tis. 26, and Tis. 27.50 for cash, and for February delivery Tis. 95.50. Loans and Debentures—Sales of 6% Land Debentures at par, and Hongkongs at 24 prem., both plus accrued interest, have to be included in the week's business. Waterworks Debentures are wanted at 3% prem.

HONGKONG REGISTER.

	Previous day's temp.	On date at day's temp.	On date at 4 p.m.
Barometer	30.24	30.35	30.23
Temperature	64	62	69
Humidity	88	82	68
Direction of Wind	ENE	ENE	W
Force	3	1	1
Weather	0	0	0
Rain	0	0	0

Highest open air temperature on the 21st—64

Lowest open air temperature on the 21st—60

F. G. Frazer, First Assistant.

Hongkong Observatory, Jan. 22, 1896.

TEMPERATURE.

(Taken at Messrs. Paine & Co.'s Premises, Queen's Road.)

HONGKONG, January 22, 1896.

BAROMETER—P.M. 30.32

Do. A.M. 30.20

Do. A.M. 30.20

Thermometer—P.M. 66

Do. A.M. 66

Do. A.M. 66

Do. Maximum over night 66

Do. Minimum over night 66

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Jan. 26, at daylight.

Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Feb. 27, at daylight.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Mar. 23, at daylight.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, 26th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, January 9, 1895.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Feb. 6, at daylight.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... WEDNESDAY, Feb. 20, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Mar. 9, at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 6th February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco, to Atlantic and Indian Cities of the United States, via CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, January 10, 1895.

Mails.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 31st January, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *CANTHAR*, which Vessels takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 23rd FEBRUARY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, January 17, 1895.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Darmstadt..... Monday February 4.

Prinz Heinrich..... Monday March 4.

Bayern..... Monday April 1.

Preussen..... Monday April 29.

ON MONDAY, the 4th day of February, 1895, at 3 p.m., the Company's Steamship *DARMSTADT*, Captain Ercul, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 2nd February, Cargo and Specie will be received on board until Noon, on MONDAY, the 4th February, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 2nd February. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linn can be washed on board.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, January 14, 1895.

Intimations.

A CURE FOR ASTHMA!! GRIMAULT'S

Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Indolence, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris. Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike the Copalins, have not the inconvenience of producing Nausea.

GRIMAULT & Co., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

FOR SALE.

CHINESE SCHOOL BOOKS.

SAM TSE-KING, TSUN TSE-MAN.

LITERALLY TRANSLATED AND EXPLAINED BY DR. E. J. EITEL.

PRICES: 15 CENTS PER COPY.

CHINA MAIL OFFICE, Hongkong, May 17, 1893.

Hongkong, January 10, 1895.

Intimations.

UP THE YANGTSE, BY E. H. PARKER, with SKETCH MAPS.

PRICE, \$1.50.

CONTENTS: The Yangtze Gorges and Rapids in Hu-pu. The Rapids of the Upper Yangtze. The "Vado-meur" of the Traveller through the Gorges of the Great River. Special Observations. A Journey in North Szech'uan. Nan-ch'uan and the Kung-tan River. Up the Kin-ling River. The Great Salt Wells. North Kwei Chou. The Wilds of Hu-poh. Szech'uan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Limited.

WASHINGTON BOOKS. (In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladie and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. SAFETY—SPEED—PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF CHINA... Comdr. R. ANCHUTAL, R.N.R. WEDNESDAY, 23rd Jan./95. EMPRESS OF INDIA... Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Feb./95. EMPRESS OF JAPAN... Comdr. G. A. LEE, R.N.R. WEDNESDAY, 20th Mar./95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Hongkong, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET, 2104.

Hongkong, December 26, 1894.

SHARE LIST—QUOTATIONS.—JANUARY 22, 1895.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp.	30,000	125	all	140 % prem., sales
New Issue.				
Bank of China, Japan and Straits, Ltd.	39,875	10	£ 1.11	nom.
Id.	1,250	12	125	
National Bank of China, Limited	10	8.10	\$181	buyers
MARINE INSURANCES.				
Union Insurance Co., Ltd.	10,000	25	5	2155
China Traders' Insurance Co., Ltd.	14,000	83.35	2	\$80, sales and buyers
North-China Insurance Co., Ltd.	5,000	20	5	210, 200
Strait Insurance Co., Ltd.	20,000	10	20	\$23, sales
Union Insurance Society Co., Ltd.	10,000	25	2	\$125, sales and buyers
Yangtze Insurance Association, Ltd.	8,000	100	60	\$80
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	10	5	\$75, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	25	5	\$180
COOKE.				
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	94 % prem., sales & buyers
STEAMSHIPS.				
China and India S. S. Co., Ltd.	5,000	50	5	\$65, sellers
Oonghee Steamship Co., Limited	20,000	50	5	\$53, buyers
S.K. O. and M. Steamship Co., Ltd.	20,000	2	2	\$26, sales and buyers
Indo-China S. N. Co., Limited	50,000	10	10	\$36, sellers
China Mutual S. N. Co.	20,000	10	10	\$2
Do. (new issue)	20,000	10	10	\$7
REFINERIES.				
China Sugar Company, Limited	20,000	10	5	\$154, sales and sellers
Luen Sun Company, Limited	7,000	10	5	\$48, sales
WHARVES.				
H.K. & Kwong Wharf & Godown Co., Ltd.	20,000	51	all	\$39, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	100	37	\$40
HAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	10	5	\$51, ex div., sales & buyers
Kowloon Land and Building Company, Limited	6,000	5	5	\$75, buyers
Hammy's Estate & Finance Co., Ltd.	13,400	10	10	\$104
West Point Building Co., Limited	12,500	5	5	\$10, ex div.
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	10	10	\$65, buyers
MINING.				
Jaleba Mining & Trading Co., Ltd.	45,000	5	5	\$5, sales and sellers
Pongjoo Mining Co., Ltd.	50,000	5	5	\$2, 50
Societe Francaise des Charbonnages du Tonkin	8,000	50	50	\$50, 75, sellers
New Balmoral Gold Mining Co., Ltd.	50,000	3	3	\$2.80, sales and buyers
Kauk Aust. Gold Mining Co., Ltd.	20,000	13/10	13/10	\$4, sales and buyers
Societe Francaise des Houilleres de Touraine	8,000	50	50	nom.
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	10	5	\$43, buyers
H. O. Brown & Co., Limited	6,000	50	50	\$4, buyers
Hongkong Hotel Company, Ltd.	6,000	50	50	\$3, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	10	10	\$32, buyers
Dakin, Crookshank & Co., Ltd.	50,000	5	5	\$1
LOBBING.				
H.K. and China Gas Co., Limited	7,000	10	10	\$125
Hongkong Electric Co., Limited	30,000	10	10	\$4, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	50	50	\$5, sellers
Hongkong Brick & Cement Co., Ltd.	4,000	10	10	\$12.50, buyers
MISCELLANEOUS.				
Campbell, Moore & Co., Limited	1,200	10	10	\$4, sellers
Geo. Fenwick & Co., Limited	6,000	2	2	\$15, buyers
Hongkong Bakery Company, Ltd.	600	50	50	\$36
Hongkong Dairy Farm Co.	9,000	10	10	\$4
Hongkong Ice Company, Limited	5,000	25	25	\$50, sales
H'kong Rope Manufacturing Co., Ltd.	8,000	50	50	\$120
* Founder's shares				
JOINTS.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1888	£14,707,200	£14,250	7 % p. annu.	10 % prem., sales
Hongkong Hotel Mortgage Debenture, 1889	\$400,000	\$300	5 % prem.	\$500

A. G. STOKES, Share-broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Wharves.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor Sigs.	Capitains.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3	c Storm	Dan.	str. 855	Jan. 21	Arnhold, Karberg & Co.	Holhow, &c.	
Airlio	5	c Ellis	Brit.	str. 2400	Jan. 20	Gibb, Livingston & Co.	Sydney	24th inst.
Auk	6	c Ryabek	Danish	str. 531	Jan. 21	Arnhold, Karberg & Co.	Singapore	
Catherine Apar	6	c Olufsen	Brit.	str. 1733	Jan. 17	David Sassoon, Sons & Co.	S'pore & Calcutta	to-morrow
Chimie	6	c Andersen	Ger.	str. 1240	Jan. 16	Melchers & Co.		
Declina	6	c Christensen	Ger.	str. 556	Jan. 17	Siemssen & Co.		
Dontona	6	c Dinna	Ger.	str. 1198	Jan. 21	Siemssen & Co.		
Doris	6	c Petersen	Ger.	str. 771	Jan. 19	Wieler & Co.	Taiwanfo	to-morrow
Empress of China	6	c Archibald	Brit.	str. 3003	Jan. 18	Canadian Pacific Railway Co.	Vancouver, B.C.	to-morrow
Eskdale	6	c Houston	Brit.	str. 1826	Jan. 18	Dodwell, Cadill & Co.		
Emeralda	6	c Taylor	Brit.	str. 680	Jan. 19	Shewan & Co.	Manila	to-morrow
Farmosa	6	c Hodgins	Brit.	str. 497	Jan. 18	Douglas Steamship Co.	Swatow	24th inst.
Gaelic	6	c Palko	Brit.	str. 4287	Jan. 18	O. S. S. Co.	San Francisco	25th inst.
Guy Mannerling	6	c Dodd	Brit.	str. 1878	Jan. 11	Wieler & Co.		
Kwong Mo	2	c Farrell	Brit.	str. 177	Jan. 21	Chincho	Amoy	
Mongkut	6	c Harris	Brit.	str. 863	Dec. 28	Yuen Fat Hong	Bangkok	25th inst.
Nymra	6	c Batt	Brit.	str. 2289	Jan. 22	Douglas Steamship Co.	Coast Ports	to-morrow
Pyrhus	6	c Brerton	Brit.	str. 677	Jan. 17	E. A. & O. Telegraph Co.	Amoy	to-morrow
Recorder	6	c Sanders	Ger.	str. 688	Jan. 22	Arnhold, Karberg & Co.		
Sabine Rickmers	2	c Halliday	Brit.	str. 1904	Jan. 20	Carlowitz & Co.		
Straits of Dover	6	c Dodd	Brit.	str. 174	Jan. 22	Dodwell, Cadill & Co.		
Strathavon	6	c Sim	Brit.	str. 904	Jan. 22	Butterfield & Swire	Manila	24th inst.
Sungshang	6	c Brown	Ger.	str. 630	Jan. 20	Melchers & Co.	Moji	to-morrow
Swadon	6	c Freeman	Brit.	str. 977	Jan. 22	Jardine, Matheson & Co.		
Takewak	6	c Panton	Brit.	str. 1992	Jan. 13	Dodwell, Cadill & Co.	Tacoma, &c.	to-morrow
Victoria	6	c Ott	Ger.	str. 1015	Jan. 13	Latta, Wegcher & Co.	Kebao	
Wootan	6	c Maubenge	Front.	str. 2084	Jan. 22	Messageries Maritimes	Europe, &c.	to-morrow
Sailing Vessels.								
Bayard	3	c Richards	Brit.	bgo. 1319	Dec. 7	Wieler & Co.		
Centennial	8	c Colcord	Amer.	sh. 1227	Jan. 11	Order		
Coloma	3	c Noyes	Amer.	bgo. 858	Dec. 31	Master		
Lucile	5	c Conway	Amer.	sh. 1328	Dec. 11	Captain		
Kojah	8	c Ballmer	Ger.	sh. 1245	Jan. 18	Order		
Sachem	3	c Bartlett	Amer.	sh. 1312	Jan. 11	Shewan & Co.		
Siotram	5	c Woodside	Amer.	sh. 1590	Dec. 20	Master		
W. J. Rotch	5	c Bray	Amer.	sh. 1664	Dec. 27	Captain		